

# The Hong Kong Daily Press.

No. 6180 號八百零六千六

日二月八八年正月光

HONGKONG, TUESDAY, SEPTEMBER 18TH, 1877.

二月九日英

港香

PRICE \$2 PER MONTH.

## SHIPPING.

### NOTICES OF FIRMS.

#### ARRIVALS.

September 17, CHINLENG, British str., 798, S. W. Ott, Bangkok 10th September, Rice, GIBB, LIVINGSTON & Co.

#### CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, SEPTEMBER 17TH.  
Lee-kuen Chinese steamer, for Shanghai. Tonien, British bark, for Newchwang. Kate Water, British bark, for Newchwang. Bothopen, German bark, for Newchwang. Thomas Fletcher, American bark, for New-chwang. Jylland, Danish brig, for Tientsin.

#### DEPARTURES.

September 17, HAMBURG, American corvette, for Singapore. 32. September 17, NOBIA, British steamer, for Swatow. September 17, LEE-YUEN, Chinese str., for Shanghai. September 17, MOOZHEN, British gunboat, for a cruise.

#### PASSENGERS.

ARRIVED. Per CHINLENG, str., from Bangkok. 5 Chinese. DEPARTED. Lee-kuen, str., for Shanghai. 30 Chinese. TO DEPART. Per Thomas Fletcher, for Newchwang. 1 Chinese.

#### REPORTS.

The British steamer *Chinkiang* reports left Bangkok on 10th September at 8 a.m., and arrived in Hongkong on the 17th at 5 a.m. Had light variable winds and fine weather throughout. Passed the steamship *Copenhagen* on the 10th, bound to Bangkok. The two steamships were steamers. *Chinkiang*, *Copenhagen*, *Pendao*, *Rajah Brooks*, and *Tintern Abbey*.

#### YOKOHAMA SHIPPING.

August 1, ARRIVALS. 25. Undine, British bark, from Sydney. 26. Christine, German bark, from Newcastle. 27. Carl Indiv, German str., from Foochow. 28. Oceanic, British str., from Hongkong. 29. C. of Tokio, Am. str., from S. Francisco. 30. Thore, French steamer, from Hongkong. 31. Tokio Maru, Jap. str., from Shanghai. 32. Tales, German bark, from Bangkok. 33. Carola, German str., from Hakodadi.

#### DEPARTURES.

24. Carl Indiv, German str., for Hakodadi. 25. Romley, British steamer, for Hongkong. 26. Sophia, German brig, for Kiel. 27. Hiroshima Maru, Jap. str., for Shanghai. 28. Oceanic, British steamer, for S. Francisco. 29. City of Tokio, Amer. str., for Hongkong. 30. Tales, German str., from Hakodadi.

#### SINGAPORE SHIPPING.

September 1, ARRIVALS. 1. Caribrook, British steamer, from Amoy. 2. Celestial, British steamer, from Bangkok. 3. Citadelle, Dutch steamer, from Achsen. 4. Three Brothers, Brit. bark, from Quilon. 5. Portmalo, British steamer, from Quilon. 6. Brooks, British steamer, from Bangkok. 7. Star, British bark, from Bangkok. 8. Glass Castle, British str., from Amoy. 9. Ranbyk, British steamer, from London. 10. Spera, Dutch bark, from Danzig. 11. Kioshikawa, Danish steamer, from Sagon. 12. Benmore, British steamer, from Penang. 13. Pluto, Colonial steamer, from Penang. 14. C. Bahayni, British str., from Sandefjord. 15. White Antelope, Grec. bark, from Cardiff. 16. Grecian, British bark, from Cardiff. 17. Dardan, British steamer, from Calcutta. 18. Bangkok, British str., from Bangkok. 19. Bana, British steamer, from Samarcand. 20. Seafair, British bark, from Sunderland. 21. Mikado, British steamer, from Amoy. 22. Persia, British str., from Hongkong. 23. Bala, Siamese bark, from Bangkok. 24. Nivea, British steamer, from Cherson. 25. City, British str., from Saigon. 26. Takrook, Siamese bark, from Bangkok. 27. Chilli, British bark, from Shields. September 1, DEPARTURES. 3. Anna Reed, Amer. bark, for New York. 4. Glanis Castle, Brit. str., for New York. 5. Ban Y. Song, British str., for Bangkok. 6. Opal, Dutch steamer, from Bangkok. 7. White Antelope, Grec. bark, for Saigon. 8. Grecian, British steamer, for Bangkok. 9. Pando, British steamer, for Bangkok. 10. Swiftsure, British ship, for London. 11. Langdale, West Brit., for Mauritius. 12. Rajah Brooks, Sarawak ship, for Bangkok. 13. Kioshikawa, Danish steamer, for Bangkok. 14. K. Indiv, German str., for Bangkok. 15. K. Indiv, German str., for Bangkok. 16. K. Indiv, German str., for Bangkok. 17. K. Indiv, German str., for Bangkok. 18. K. Indiv, German str., for Bangkok. 19. K. Indiv, German str., for Bangkok. 20. K. Indiv, German str., for Bangkok. 21. K. Indiv, German str., for Bangkok. 22. K. 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advantageous to one set of people must be disadvantageous to another.

The distinguishing quality of all sound business is that it is advantageous to all concerned, and therefore is this better exemplified than in the case of Railways.

The British Government has given a fair return for the 230,000,000 which they have lent to the Chinese Government, and their credit is so good that they can borrow enormous sums at low rates of interest. (Nearly £100,000,000 has been borrowed at 4 per cent. and under.)

The total value of the Export and Import trade of the country has increased seven-fold since the introduction of Railways 50 years ago, and the introduction of Railways has indeed been a blessing to them, if it had not been a blessing to the country existed before their introduction.

In the case of famines, Railways play an important part.

But for quickness, cheapness, and regularity of communication, Great Britain would be in a difficult state of things, and would soon be dependent on us, if left to their resources, the people of many countries would do the same.

—yet there is always enough food for everyone, and the idea that there could be a scarcity in one part of the country while there was abundance within 500 miles would be looked upon as absurd.

In no part of the British Empire are the benefits of Railways in the case of famines more clearly seen than in our possessions, which are about equal in area to China.

During a famine in 1874, about 500,000 tons of food were conveyed hundreds of miles to the famine-stricken districts by Railways; no less than 2,200 tons per day being despatched for many months from one station, and all this without materially affecting the regular supply of grain by canals and rivers.

It is difficult to conceive what blessings in other countries it is only fair to suppose would be beneficial in China. It is true that certain parts of this Empire are well supplied with canals, but seeing that there are in truth no roads, the means of internal communication are infinitely inferior to those that exist in Europe.

The little line from Shanghai to Woosung indicates that many objections raised against Railways in China can be easily disposed of.

Life has been suffering for several days from very high winds and heavy rains from the N.W. such as had not been noticed for several years. In the cultivated fields great damage has been done by floods, much sugar cane having perished.

The sugar market is wholly paralyzed from three powerful causes—the wanton the want of roads, and the high cost of despatch by horse.

These causes of course render the present prices as 275 for current Saffron, and 375 for current Pungtung.

Of 15,718 miles of cigars offered for sale at Manila on the 10th August, 7,275 miles were sold for \$35,420.90, 1,000 miles Nuevo Cortado obtaining the highest premium—\$2.20 to \$2.60 per m.

Shortly after midday on the 12th August, the quarantine was relaxed, but the quarantine had been undergoing at Manila since the 4th of that month in account of their arrival from Amoy with an unclear bill of health.

During the first 15 days of August \$23 dollars in gold and 1,623 dollars in silver Spanish Coin were imported into the Philippines. During the same period \$1,000 dollars were exported from there \$27,000 in gold, \$1,240 in unweight gold, and \$3,400 in gold dust.

We have been informed from Cebu that, thanks to assistance rendered by the garrison, Marivales, people were successful on the 13th instant in getting away again the German barque Johanna which grounded the day before, on the E. headland of Mindanao island, three miles from the N. entrance into the port of Cebu.

Miss Jackson, Mrs. and Co. have been authorized to ship building timber from the province of Tarabas for China in German barque Cap Horn, and from Niole for Shanghai in the American barque Benjamin Ayer.

Of 16,000 quintals of tobacco offered for sale by auction at Manila on the 7th August, only 1,600 quintals were sold which were bought by Major Imamura and Co. of that city at the following prices—\$68 per quintal.

A locking glass manufactory is about to be started at Manila.

In the districts of Masfata and Ticas, locusts have destroyed a large portion of the standing crops; the natives there are the sad condition of being unable to collect abundant crops that year.

Heavy rains had fallen in the various provinces of the island of Luzon. At many places an overflow of the rivers was dredged which fortunately had not yet taken place by last accounts.

During the fortnight ending with the 22nd August several rice laden vessels arrived at Manila. At that date white rice was quoted at \$4 per cwt. and yellow at \$2.20 per cwt. ditto.

There were six rice steamers in the port.

The Tactai knew perfectly what were the objects of the company, and so did many high officials, and they looked on the scheme with favour, but no one thought it necessary or expedient to ask for direct official support from the highest quarter.

In all countries many things are now looked upon as natural which would never have been seen the light had they depended for their existence on official approval.

It is not fifty years since the British Government replied to the promoters of electric telegraphs that they need not trouble themselves about the invention, as the system of signaling then in use was so perfect that none other would ever be adopted. The promoters thought otherwise, and in 1870 the King purchased the telegraphs for a cost of over £7,000,000, and have since spent large sums on their extension.

The owners of the Woosung Railway now find themselves somewhat in the position of the English Telegraph Companies; and if the Chinese Government will only act in the same spirit as the British the full hopes of the company will be realized.

It is true that the private interests of the shareholders have been fully satisfied.

The Chinese have acted liberally in this respect, though there is no ground for the accusation sometimes brought against the company of having obtained too high a price. Before payment, the books of the company were inspected by Chinese officials, who might be induced to fix a lower price, but by a foreign Bank Manager appointed to do so, who certified that the statement of cost was fair.

But the construction and sale of a small Rail-way were not the ends the company had in view.

Direct profit out of this particular scheme they never hoped for, but they did look for a return in the general prosperity that would flow from the introduction of a railway system into China which they were not accustomed to.

It would be ridiculous for the Chinese Government to have a staff for the purpose of training this line as it stands, but it must be clear to all that sooner or later they must undertake, or allow others to undertake, the construction of Railways in earnest; and it is to be hoped that they will see that it is their duty at the earliest possible moment to do so.

On BORUAY—Bank sight—\$100.

On CALCUTTA—Bank sight—\$100.

On SHANGHAI—Bank sight—\$100.

Private, 90 days sight—\$100.

Hongkong and Shanghai Bank Shares—50 per cent. premium.

Union Insurance Society of Canton—\$100 per share.

China Traders' Insurance Company's Shares—\$200 per share.

Yangtze Insurance Association—Tls. 750 per share.

Chinese Insurance Company—\$250 per share.

Hongkong Fire Insurance Company's Shares—\$652 per share.

China Fire Insurance Company's Shares—\$165 per share.

Hongkong and Whampoa Dock Company's Shares—50 per cent. discount.

Hongkong Cotton and Woolen Steamship Co.'s Shares—15 per cent. discount.

Shanghai Steam Navigation Company—Tls. 30 per share.

Hongkong Gas Company's Shares—\$75 per share.

Hongkong Hotel Company's Shares—\$60 per share.

Chinese Imperial Loan—£100. £r. 4. 1d.

SALES ON SEPTEMBER 18TH, 1877, REPORTED BY THE DAILY PRESS.

CHINESE.

California, Shefford—50 large, at \$8.70, by Tung-shu-wu to travelling trader.

Dried Lily Flowers—10 bags, at \$10.00, by Yee-ke to travelling trader.

Sharkfin—15 pounds, at \$40.00, by Chum-chong to travelling trader.

Cutlery—20 bags, at \$24.50, by Kwong-lok, to travelling trader.

Pungtung—20 bags, at \$35.50, by Kwong-lok, to travelling trader.

Lord Alveray's advice to one who had been kicked, and did not care to call the blarney, though he deprecated the recurrence of the outrage, was—“ Sit down whenever you see him.”

## MANILA.

The Straits Times takes the following from Manila papers to the 23rd August.

Yesterday evening (22d) the semi-monthly at Manila, the *Philippine Star*, was arrested in San Nicolas street, and then from here any assistance available had been applied for. This notice, thanks to the efficiency of the telegraph, set in motion the ever-ready tag-team Mariposa, which must have left the same evening for the scene of the misfortune, for, to day, at six a.m. the following was added to us from the Manila *Advertiser*—

“A British steamer, the *British Queen*, had strayed into a shoal, a mile off the anchorage in tow of the steamer Mariposa. This excellent vessel rendered by the said steamer is valuable to a high degree, because the port was unable to count upon such assistance as the steamer might have rendered in that event, for, to day, at six a.m. the following was added to us from the Manila *Advertiser*—

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## EXTRACTS.

NANCY, THE PRIDE OF THE WEST.

AN INN SONG.

We have day, lovely looks on the shores where the Spanish.

From their gay ships came gallantly forth.

And the sweet shrill's voice soon will vanish.

Than that moist blue eyes from our North.

But, oh! if the fairies of fair-daughters Erin.

Gathered round at his golden repast.

There's not one of them that she'd think worth a cent.

With Nancy, the Pride of the West.

You'd suspect her the statue the Greek fell in love with.

You'd clapped on her music alone.

Or the golden great Jove was offended above with.

And enliven'd to a sculptor of stone.

But, good thin—she's no colourless, classical statue.

When she turned from her reveries, posse.

With her golden grey-eyes glancing kindly at you.

And the blush of a beautiful rose.

Have you heard Nancy sigh?—then you've caught the sad note.

From the windmill's melancholy bemoan.

Hear you heard the girl laugh?—then you've heard the first note.

Carol singer's delightful return.

And the songs that poor ignorant country-folk fancy.

The last's liquid raptures on high.

Are just old Irish air to the sweet lips of Nancy.

Flown up and rapturin' this sky.

And the'—her foot dances so soft from the heather.

To the downy 'Hus'—tus'—of grass.

But warns the bright drops to slip closer together,

To image the aquatics.

We've no man left afoot so lost to emotion,

Or scornful or cold to her sex.

Who'd resist her? if Nancy coo'd up the notion.

To set that soft foot on their necks.

Yet for all that the bee flies for honey-dew, fragrant

To the half-opened flower of her lips.

And the butterfly pauses, the purple-cyed vagrant.

To play with her pink finger-tips.

From all human loves she looks up the treasure.

A thousand are startin' to taste,

And the fairies above know the magical measure.

Of the vanishin' round of her waist.

## SAILORS.

The sailor who long voyages in sailing-ships, even if married, is practically a homeless and friendless man. Rare, indeed,

are his opportunities of advising with his own,

or gaining the favour of a powerful patron.

The shipowner knows nothing of the service

which bind together the landlord and tenant,

the cottager and the squire, can be established

between them. Again there is a difficulty

in giving to the sailor a direct inducement to

diligence. That is done in other employment

by piece-work. The nature of the occupation

forbids the extension of such a system

to the sea; and thus the sailor is not

animated by the incentives to vigorous exer-

cise which exercise such a hole-some in-

fluenced other classes of workmen,

in correcting the impoliteness which is part of

human nature. A lesson may be learned by

contrasting the privileges of the quar-

terdeck with the disadvantages of the fore-

castle. From time to time the newspapers

have been filled with complaints of the mis-

conduct of British seamen in foreign ports.

Their bad behaviour is an almost inevitable

consequence of the peculiar circumstances in

which they are placed. After a weary voyage,

who does not sigh for the blessings of the

land? The sailor, confined for months in

the narrow and unattractive limits of the forecastle, shares the universal longing of

human nature. He lands, an utter stranger,

without a friend, unnoticed by the crowd, and

ignorant of the language. He is soon

accosted by a fellow-countryman, one of that

low class who make an ill-gotten livelihood

by pandering to the vices of young seamen.

The tempest invites his victim to dodging

close at hand, and engages to cheer his life

ashore, with all the pleasure that are

supposed to delight the sailor. The sequel

is only too plainly foreshadowed. After much

return to consciousness, only to find his

pockets empty and his brain stupefied with

drugged liquor. No longer in funds or

credit, he is hurried on board a ship which

he has never seen for a voyage the name of

which he scarcely cares to inquire. Thus, a

new term of privation is commenced, with

another equally miserable orgy in prospect

at its close.—Nineteenth Century.

SELECTIVE POWER OF ORGANISMS.

Both plants and animals are found to

reject substances which are in abundance

about them and to appropriate others which

are scarcely provided by nature and can

only be very slowly accumulated, even in

favourable circumstances. A land plant,

for example, finds in the soil which sup-

ports it much of the earth or oxide atmo-

sphere, and very little of the alkalies

potash and soda; yet it totally refuses to

take any of the alumina, while it untrou-

bles the soil and absorbs the alkalies, or des-

erves for and absorbs the alkalies, or des-